

In the matter of discontinuing authorization for privately owned aircraft to carry emergency Locator transmitters operating on 121.5 MHZ with or without additional frequency capability.

Currently, 121.5 is still monitored by FAA facilities and as a guard frequency on large commercial planes.

As a SE piston plane owner since 1964 and a pilot with commercial and instrument ratings, I have been flying for 54 years at my own expense and have a total of more than 4500 hours of flight time.

I am also an FAA rated airframe and powerplant mechanic and have inspection authorization which means that I maintain and inspect aircraft.

Part of my responsibility in inspecting aircraft is to test the function and capability of the ELT at annual inspection or if it has been turned on at any time. Inspecting a 121.5 ELT is simple in that it can be monitored with normal aircraft and hand held radio equipment.

The proposed 406 MHz equipment cannot be monitored by readily available and minimal cost equipment. This makes annual inspections not capable of being completed by small one man operations like me because 406 MHz equipment is not economically available.

Additionally, if at any time a 406 mhz ELT is accidentally activated, no one except the SARSAT satellite monitors will ever know, resulting in false or unneeded efforts to find a non-existing problem.

I am opposed to making it illegal to carry aboard an aircraft a properly certified 121.5 mhz ELT and mandating the purchase of an expensive 406 mhz ELT.

Larry A. Wheelock

BSEE, FCC General commercial license, PE, commercial pilot, instrument rated, Airframe and Powerplant mechanic with Inspector authorization, FCC general class amateur radio license

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